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CLAIMS

1. Running gear for rail vehicles, in particular for passenger traffic, wherein
 - a running gear frame (1) is supported via primary springs on wheels or wheel sets, and whereon a car body (5) is supported, optionally with insertion of a rocker (4),
 - the rocker (4) or the car body (5) is supported, in relation to the running gear frame (1), via secondary springs on at least one spring carrier (2),
 - the rocker (4) or the car body (5) is connected to the running gear frame (1) by means of shock absorbers damping vertical and/or rolling movements,
 - and the spring carrier (2) is supported on the running gear frame (1) by means of pendulums (3),

characterized in that

- the fixing points of the pendulums (3) on the running gear frame (1), contrary to vertically arranged pendulums, are inwardly staggered in such a way that the longitudinal axes of the pendulums (3) extend obliquely, and
 - at least one active control element (7) is at least partially, preferably predominantly, arranged in the horizontal direction between the running gear frame (1) and the spring carrier (2) or between the running gear frame (1) and the rocker (4), in such a way that the at least one active control element (7) supports the effect of the centrifugal force and adjusts the inclination to an optimum value.
2. The running gear according to claim 1, characterized in that the pendulums (3) are arranged in such a way that the longitudinal axes of the pendulums (3) intersect at

least approximately at the height of the center of gravity of the car or above the center of gravity of the car.

3. The running gear according to claim 1 or 2, characterized in that at least one passive and/or active damping member is arranged transverse to the direction of travel.
4. The running gear according to any one of the preceding claims, characterized in that at least one damping member, preferably a laterally acting damper which can be adjusted dynamically depending on the transverse speed of the car body (5), is arranged between the running gear frame (1) and the rocker (4).
5. The running gear according to any one of the preceding claims, characterized in that at least one pendulum (3), each, is arranged on both sides of the longitudinal axis of the rail vehicle, in particular symmetrically to the longitudinal axis of the rail vehicle.
6. The running gear according to any one of the preceding claims, characterised in that the at least one active control element (7) is an electrical, hydraulic and/or pneumatic control drive.